

MASSACHUSETTS PORT AUTHORITY



Sustainability Plan

Prepared by:

Massport Sustainability Team
One Harborside Drive
East Boston, MA 02128

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1 - Massport Impacts

2 - Sustainability Workplans



1 Massport Information, Impact Identification and Sustainability Team

1.1. Massport Description and Scope

The Massachusetts Port Authority (Massport) is an independent public authority which develops, promotes and manages airports, the Port of Boston and transportation infrastructure to enable Massachusetts and New England to compete successfully in the global marketplace.

Massport owns and operates, Logan International Airport, New England's gateway to the world and the nation's 19th busiest airport, L.G. Hanscom Field, the region's premier general aviation airport, the Tobin Memorial Bridge, Boston's major link to Points North and a vital artery for tens of thousands of workers who rely on the bridge for their daily commute, the Port of Boston, whose hundreds of waterfront businesses and more than 9,000 workers, bring hundreds of thousands of cruise passengers through Boston and ship more than a million tons of cargo every year. Additionally, Massport operates Worcester Regional Airport, an emerging gateway serving the growing needs of Central Massachusetts.

Massport's facilities employ more than 20,000 people, including approximately 1,100 Massport employees, and generate more than \$8 billion for the region's economy every year. By safely and securely moving passengers and goods, the airports, seaport and other world-class transportation facilities lay the foundation of individual freedom and economic prosperity for New England.

Massport's Mission

Massport's mission is to enhance and enable economic growth and vitality for the benefit of our stakeholders through public service leadership in the operation of world-class transportation facilities.

By defining our mission in this manner, we declare our reason for being and acknowledge the unique impact we have on New England's standard of living.

By pledging our commitment to public service leadership, we accept Massport's obligation to serve multiple stakeholders, each of whom should be considered in the development of our policies and our day-to-day decision-making. We acknowledge that only through open communication and with an open mind, weighing equally all sides of an issue, can we find resolutions that will benefit the greater public good.

As an independent agency, we receive no state tax support and are self-sustaining. Therefore, to ensure our success, we must continually consider competitive forces within the aviation, maritime, surface transportation and property development industries. It is equally essential that Massport's organizational structure reflect the competitive environment in which we operate, as well as respond to the many stakeholders to whom we are responsible, including, but not limited

to (listed alphabetically): airlines; airport and property tenants; bond holders; bridge commuters; cargo shippers; citizens of Massachusetts and New England; government agencies and officials; impacted communities; Massport Board and employees; security agencies; suppliers and vendors; travelers.

Our long-range strategy is driven by technological advances, commitment to continuous improvement and customer expectations. Therefore, we must listen to and respect those who depend on our services and are directly affected by them. By listening carefully, we are able to take our direction and set our goals based upon customer and public needs.

In our daily tasks, the standard for decisions must always be whether a particular action does, or does not, positively advance our core business objectives to:

- Operate and maintain safe, secure and efficient transportation facilities
- Enhance and invest in our facilities to make them useful and useable
- Strengthen performance through teamwork that is benchmarked against world-class standards
- Be good neighbors with all our communities
- Should actions fail to satisfy any of these criteria, they must be reconsidered or altered.

1.2. Massport Impacts on the Environment and Human Health

Attachment 1 includes a spreadsheet that lists activities that occur at Massport facilities that could potentially impact the environment. The activities are then broken down by aspect, the item that could interact with the environment, and impact. The impacts are listed in four categories, air, water, land and resource use.

1.3. Massport Sustainability Team Members

Keith Beasley – Environmental Project Manager

John Doherty – Manager, Contract Services

Jim Doolin – Director, Planning and Development

Tom Ennis – Senior Project Manager Environmental Permitting

Tim Keefe – Manager, Maritime Safety and Training

Jim Mathieu – Hanscom Field Manager, Airport Operations and Maintenance

Jenna Newcombe – Environmental Project Manager

Joe Staub – Deputy Director, Tobin Bridge

Jacki Wilkins – Senior Project Manager Environmental Permitting

Catherine Wetherell – Assistant Director, Capital Programs-Environmental Management

2 Long-Term Goals/Vision

2.1. Long Term Goals

Environmental Management Policy

Massachusetts Port Authority (Massport) is committed to operate all its facilities in an environmentally sound and responsible manner.

Massport will strive to minimize the impact of its operations on the environment through the continuous improvement of its environmental performance and the implementation of pollution prevention measures, both to the extent feasible and practicable in a manner that is consistent with Massport's overall mission and goals. To successfully implement this policy Massport will develop and maintain management systems that will:

- Ensure the environmental management policy is available to staff, tenants, customers and the general public.
- Ensure compliance with all applicable laws and regulations.
- Ensure that environmental considerations are included in the business, financial, operational, and programmatic decisions, including feasible and practicable options for potentially exceeding compliance with applicable regulatory requirements.
- Define and apply sustainable design principles in the planning, design, operation and decommissioning of its facilities.
- Define and establish environmental objectives, targets and best management practices and monitor performance.
- Provide training to and communication with staff and affected tenants regarding environmental goals, objectives and targets and their respective roles and responsibilities in fulfilling them.
- Incorporate monitoring of Massport and Massport tenants' environmental activities.
- Include the preparation of an annual environmental performance report which will be made available to staff, tenants, customers and the general public.

3 Short-Term Actions and Priorities

3.1. Priority and Areas Goals

Massport is divided into three operating units and those departments that support them. The operating units are Aviation, the Bridge and Maritime. Massport has set priority areas and goals based on the aspects and impacts table. The priority areas for Massport are: recycling, sustainable design, resource use and protecting natural resources. Short-term goals for each of the operating units and Massport wide initiatives are listed on the Workplans in Attachment 2.

3.2. Massport Action Steps

See attached Sustainability Workplan Worksheets in Attachment 2 for information on action steps.

4 Management Systems and Institutionalization

4.1. Integrating Environmental Impacts into Key Decision Points

Massport has several methods of incorporating environmental impacts into key decision points. Among them is an environmental checklist that is included in the Massport Construction Manual that is used for every capital project. In addition, Massport goes through the Massachusetts Environmental Policy Act process for qualifying projects which takes into account impacts of the project and integrates environmental into the decision making. Massport is required to file an Environmental Planning and Status Report every five years for Hanscom Field and Logan Airport. In addition an Environmental Data Report is filed annually to provide an update on Logan. This document takes into account any possible future environmental impacts based on planned projects and growth.

4.2. Education and Training of Staff

Massport staff actively participate in numerous internal and external training and educational programs. Massport publishes an internal newsletter that provides information and additional information sources on topics directly relevant to sustainability initiatives (recycling, materials choice, materials handling, government programs, etc.). Through these programs Massport staff gain awareness and exposure to issues regarding sustainability issues.

Massport staff in positions responsible for sustainable efforts are also members of groups outside of Massport as well where they actively participate, exchange information and ideas and advance policy initiatives. Some of these groups include the OCD Sustainable Development Teams, Mayors Green Building Task Force (Boston), Northeast Sustainable Energy Association, Women's Environmental Network, Environmental Business Council, Green Roundtable and Women's Transportation Seminar.

Massport anticipates that at least two professional staff will become LEED Accredited in the coming fiscal year.

4.3. Management Systems

Massport has an ISO 14001 Certified EMS in place both at Hanscom Field and Conley Container Terminal. An EMS is currently under development at the Tobin Bridge. Development of an EMS at Logan Airport will begin in 2005. Each facility has an Implementation Team that is involved with the development of the EMS.

Each facility has an EMS Leader that is tasked with ensuring that the EMS is implemented. An individual from the Environmental Management Unit coordinates the EMS and ensures that it is maintained and that there is continuous improvement in the system. A group of Senior Staff including the CEO/Executive Director meet once per year, per facility, to discuss the status of the program and determine if changes need to be made.

5 Tracking Progress and Program/Plan Review

5.1. Agency Tracking and Reporting Form

Massport will integrate the tracking of goals and objectives made as part of the Sustainability Plan in with the annual management review of the EMSs. This will allow for discussion on progress and any changes that need to be made. Additionally, this will ensure that senior management is involved with the discussions of next steps and continuous improvement.

5.2. Continuous Improvement

Through the EMS programs Massport has established a system for reviewing goals and objectives on a quarterly basis to ensure that progress towards reaching the goals is being made. This procedure will be followed for the State Sustainability goals. The Sustainability Work Group will meet regularly, at least twice per year, or as deemed necessary based on progress that is being made in the program.

ATTACHMENT 1

Massport Impacts

Activities conducted by Massport that could impact the environment ⁽¹⁾:

Vehicle/Equipment Maintenance
Administrative Activities
Landscaping
Snow Removal
Pavement Maintenance

Building Maintenance
Civil/Site Construction
Runway Deicing
Oil/water Separator Maintenance

Aspects of the activities:

Fluids
Parts
Electricity
Water
Hazardous waste disposal
Solid waste disposal
Paper
Office supplies/equipment
Waste disposal
Pesticides/herbicides
Fuel for vehicles

Salt/sand runoff
Vehicle emissions
Snow melter
Water discharge
Concrete
Noise
Wastewater
Waste
Fuel for HVAC
Miscellaneous materials
Solid waste disposal

Universal waste disposal
Materials
Topsoil/fill
Sedimentation
Runoff
Construction debris
Dust
Contaminated soil
Chemical deicer
Runoff from deicer
Stormwater discharge

Potential Environmental Impacts:

Resources for maintenance fluids
Resources for maintenance parts
Resources for electricity
Water use
Land for hazardous waste disposal

Land for solid waste disposal
Resources for paper
Resources for office supplies
Pesticide/herbicide disposal

(1) This list is not intended to cover all activities, only those that were deemed to be significant or occur at all of Massport's facilities.

Massport Impacts Table

Activity	Aspect	Impacts				Comments
		air	water	land	resources	
Vehicle/Equipment Maintenance	fluids				✓	
	parts				✓	
	electricity				✓	
	water				✓	
	hazardous waste disposal			✓		
	solid waste disposal			✓		
Administrative Activities	paper				✓	
	office supplies/equipment				✓	
	water				✓	
	electricity				✓	
	waste disposal			✓		
Landscaping	water				✓	
	pesticides/herbicides	✓	✓	✓		
Snow Removal	fuel for vehicles				✓	
	salt/sand runoff		✓	✓	✓	
	vehicle emissions	✓				
	snow melter	✓			✓	
	water discharge		✓	✓		
Pavement Maintenance	concrete				✓	
	water				✓	
	noise	✓				
	wastewater		✓			
	waste			✓		
	vehicle emissions	✓				

Activity	Aspect	Impacts				Comments
		air	water	land	resources	
Building Maintenance	fuel for HVAC				✓	
	water				✓	
	miscellaneous materials				✓	
	solid waste disposal			✓		
	spent light bulbs			✓		
Civil Site/Construction	fuel				✓	
	materials				✓	
	topsoil/fill				✓	
	sedimentation		✓			
	runoff		✓			
	construction debris			✓		
	dust	✓				
	vehicle emissions	✓				
	contaminated soil			✓		
Runway Deicing	chemical deicer	✓			✓	[sodium formate - Hanscom, glycol - Logan]
	runoff from deicer		✓	✓	▪	
	vehicle emissions	✓				
Oil/Water Separator Maintenance						
	hazardous waste from cleanout			✓		
	stormwater to storm drain		✓			
	wastewater to sanitary sewer		✓			

ATTACHMENT 2

Massport-wide Sustainability Workplan Worksheet

Sustainable Goal	Benefits	Specific Tasks	Responsible Staff	Timeline
Develop a policy that states that new development projects obtain LEED certification and include LEED Certified professionals on the design team	Protect natural resources Reduce air emissions Decrease operating costs	Develop Massport policy for sustainable design Establish system to ensure that all new development projects obtain LEED certification	T. Ennis	
Establish and implement an Alternative Fuel Vehicle Policy that requires key personnel to review and consider alternative fuel vehicles when there is a request for a new or replacement vehicle and to select alternative fuel vehicles unless there is a pressing reason not to	Reduce air emissions Protect natural resources	Seek the support of the CEO and Senior Staff for “top down” policy adoption. Determine who key procurement personnel are within various departments at Massport. Conduct educational outreach.	J. Wilkins	
Increase construction waste recycling and reuse	Reduce waste in the environment	Develop a specification to be included in all contracts to require recycling and reuse of construction debris	C. Wetherell	
Implement process to consider environmental impacts when making purchases	Protect natural resources Reduce waste in the environment	Create guidance to be used when making purchases	C. Donohoe J. Newcombe	

Aviation Sustainability Workplan Worksheet

Sustainable Goal	Benefits	Specific Tasks	Responsible Staff	Timeline
Increase mixed paper recycling by 10% (Hanscom)	Reduce solid waste, reduce disposal costs	Education materials to tenants	J. Newcombe J. Mathieu	Dec 2004
Establish recycling program in Airport Terminals (Logan)	Reduce solid waste, reduce disposal costs	Provide bins and post signs in terminals, educate cleaning staff	J. Newcombe	April 2005
Increase use of rerefined oil in some equipment (Hanscom)	Protect natural resources, reduces waste	Determine which equipment and establish pilot program	J. Mathieu J. Newcombe	Dec 2004
Retrofit or purchase heavy-duty equipment with DOCs or particulate filters (Logan)	Reduce air emissions	Select equipment to be retrofitted or purchased with DOC or particulate filters	S. Dalzell J. Wilkins	June 2005

Tobin Bridge Sustainability Workplan Worksheet

Sustainable Goal	Benefits	Specific Tasks	Responsible Staff	Timeline
Increase percent of material that is being recycled	Reduce solid waste Reduce disposal costs	Investigate recycling programs, provide bins and post signs, remind employees about recycling program	J. Staub B. Keeler	
Remove lead from bridge	Reduce lead in the environment	Monitor painting progress and track lead removed	K. Beasley J. Donegan	
Develop and implement Environmental Management System	Improved compliance Integration of environmental and operations	Obtain ISO 14001 Certification	J. Newcombe J. Staub	
Reduce energy use	Reduce costs Reduce pollution and greenhouse gases Improve energy efficiency	Replace air conditioning units Replace roadway lights	J. Staub B. Keeler	

Maritime Sustainability Workplan Worksheet

Sustainable Goal	Benefits	Specific Tasks	Responsible Staff	Timeline
Ensure that all new heavy-duty diesel equipment purchased with DOC or particulate filters	Reduce air emissions	Work with purchasing to establish standard specifications	L. Hanlon T. Keefe D. Kay	
Retrofit older heavy-duty diesel equipment not to be replaced with DOC or particulate filters	Reduce air emissions	Determine which equipment will not be replaced Purchase retrofit equipment	L. Hanlon T. Keefe D. Kay	
Implement resource reduction measures	Protect natural resources Reduce air emissions	Evaluate resources used and establish reduction programs	J. Newcombe T. Keefe A. Pelton	